

INFORM ~~SECRET~~ REPORT

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SUBJECT Roads and Bridges in the Area
of Sukhumi, Lake Ritsa, and Sochi

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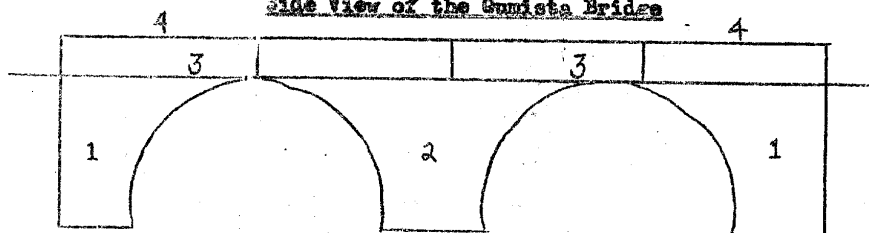
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Roads and Bridges

1. The new road from Sukhumi to Novi Afonski was completed in 1947. There are two bridges on this road.
- a. The Gumista Bridge, which crosses the Gumista River, is 8 or 9 kilometers from Sukhumi. It is about 25-30 meters long. It is 10-15 meters above the surface of the water.

Side View of the Gumista Bridge

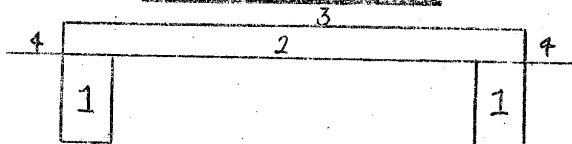


- (1) indicates concrete abutments.
- (2) indicates concrete pier.
- (3) is the roadway made of concrete with a topping of asphalt.
- (4) is the railing of concrete.

The bridge is constructed entirely of concrete and is wide enough for two-lane traffic. In addition there is a sidewalk, about 1 meter wide, on each side of the roadway.

- b. The second bridge crosses a ravine 6-8 kilometers northeast of Novi Afonski. The ravine is 6-8 meters deep. The bridge is constructed of concrete and is about 10-12 meters long. It is wide enough for two-lane traffic.

Side view of the Bridge



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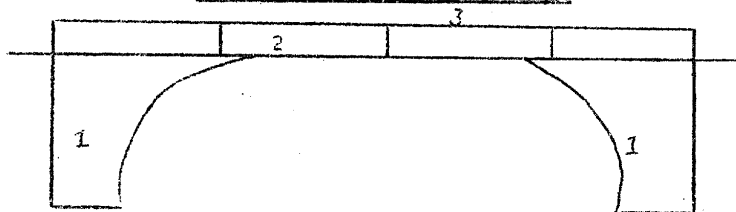
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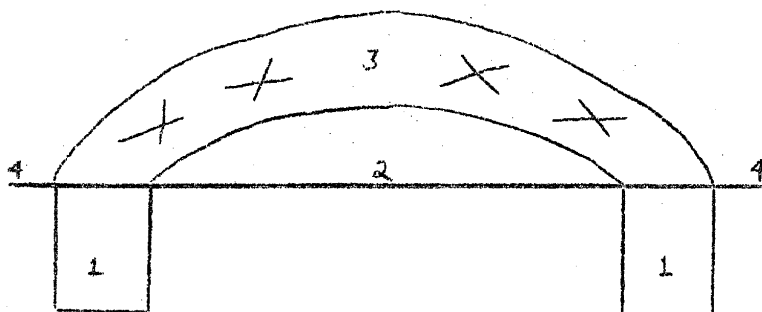
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- (1) indicates abutments of concrete.
 - (2) is the concrete roadway of the bridge with a topping of asphalt.
 - (3) is the concrete railing.
 - (4) is the road at the approaches to the bridge.
- c. The asphalt surface of the road between Sukhumi and Novi Afonski is in excellent condition. The road crosses the slope of the mountain and presents curves and a steep grade, particularly at the point where the bridge crosses the ravine.
2. The road from Gagri to Sochi has a total length of 75 kilometers. Source does not know this road well, since he has travelled over it very little. He remembers that there are three or four large bridges on this stretch of road, but he can name only three.
- a. Pilenkovo (or Gadyadi) Bridge is 15 kilometers from Gagri. It is 15 meters long and is wide enough for two-lane traffic. It is 5-8 meters above the surface of the river.

Side View of Pilenkovo Bridge

- (1) indicates concrete abutments.
 - (2) is the roadway of concrete with a topping of asphalt.
 - (3) is a concrete railing.
- b. The Germolovka Bridge is 22 kilometers from Gagri. The length of the bridge is 12-15 meters, and it is wide enough only for one-lane traffic. Its height above the surface of the river is 4-5 meters. The bridge is built of steel.



- (1) marks the two concrete abutments.
- (2) is the roadway. Its frame is made of steel beams, on which is laid planking with a topping of asphalt.
- (3) is a steel truss.
- (4) is level ground at the approach to the bridge.

The bridge is very strong. Source saw medium tanks crossing this bridge during the last war. He did not see any fords in the vicinity of this bridge; the water is deep at all seasons of the year, but there is not a strong current.

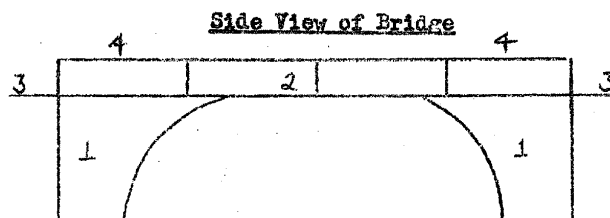
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- c. The Adler Bridge is 40 kilometers from Gagri. This bridge is built entirely of wood. It is about 50 meters long and is wide enough for two-lane traffic. It is supported on abutments and on piers built of tree trunks. Source does not know the capacity of the bridge, but he saw two loaded trucks crossing the bridge simultaneously; their total weight must have exceeded 15 tons. The bed of the river is sandy and rocky, but there is also mud in places.
 - d. Source is unable to describe the bridges west of Adler.
 - e. The entire length of the road from Gagri to Sochi is surfaced with asphalt and is wide enough for two-lane traffic. The road is maintained in excellent condition. The most difficult part of the road is that between Gagri and Pilenkovo (or Gadyadi). Here the road passes over mountainous terrain and presents many curves and sheer drops. Destruction of the road at this point would cause more difficulty in communications than the destruction of all the bridges on the rest of the road.
3. The road from Bzyb to Lake Ritsa is open at all seasons of the year and is blocked at only a few points for a few days by snow. Nobody is prohibited to travel to Lake Ritsa, but when source went there last, in July 1947, he was not allowed to go all the way around the lake. He was allowed to go to Kilometer 39, which is the point where a large hotel, called Gostinitsa Ritsa, is located. At that time, source was told that a two-lane, asphalt-surfaced road had been built all around the lake. He was also told that long ago a summer house had been built there for Stalin, and that in the fall of 1947 Stalin had stayed at Lake Ritsa. Stalin also goes to other places in the country; one of them is Kholodnaya Rechka, which is 11 or 12 kilometers west of Gagri. Between Bzyb and Lake Ritsa there are three bridges.
- a. Bridge at Kilometer 22:



The length of this bridge is 15-20 meters, and it is wide enough for two-lane traffic. Its height above the river is 6-8 meters.

- (1) indicates concrete abutments.
 - (2) is the roadway of concrete with a surface of asphalt.
 - (3) is the level road at the approaches to the bridge.
 - (4) is the concrete railing.
- b. The Galoboi Bridge is situated beside a small lake (spring) named Galoboi. It is constructed of concrete, is 6-8 meters long, is wide enough for two-lane traffic, and is 1-2 meters above the surface of the water.

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- c. The bridge at Kilometer 28 crosses the River Gega, a tributary of the Bzyb. The bridge is constructed entirely of wood. It is 6-8 meters long, is wide enough only for one-lane traffic, and is 3-4 meters above the surface of the water.
- d. The bridge at Kilometer 33 also crosses the River Gega. This bridge is constructed entirely of concrete and is just like the bridge at Kilometer 22, except that the height of this bridge above the surface of the river is 10-12 meters.
- e. From the Bzyb to Lake Ritsa the road is wide enough for two-lane traffic and is maintained in excellent condition.
- f. Immediately after crossing the bridge at Kilometer 22 there is a cliff through which passes a tunnel for the road going from Bzyb to Ritsa. This tunnel is 35-40 meters long. It has not been finished in any way, but has been left in natural rock surface. The width of the tunnel is 4-6 meters, and the height is 6-8 meters. Its use for two-lane traffic is prohibited. At the entrances of the tunnel there are signs indicating speed limit of 15 kilometers per hour

Lake Ritsa

- 4. The road leading from the Bzyb Bridge to Lake Ritsa was begun in 1933. Source's father at that time worked on this road, not as a laborer but as an oven-man working at the ovens in Gagri, whence at times he transported flour to Kilometer 13 (starting point of the Bzyb Bridge), where an oven had been constructed. There he baked bread for the laborers working on the construction of the road. He remembers that about 400 laborers were working then in that region. The road in places where there was no rock (most of the sub-soil was rocky and firm) was constructed as follows: First the road was dug out to a depth of 20-30 centimeters and large rocks were laid in the road bed. Over this was laid gravel, and on top of that sand. He saw no road-laying machinery at this time except a rock crusher. At that time there was talk that the road would be extended to Kilometer 20, where a hydro-electric station was to be constructed. In 1935-36, however, plans were suddenly changed, and the idea of constructing the hydro-electric station was abandoned. The road, however, was continued with a program of extending it to Lake Ritsa. The aim of extending the road to Lake Ritsa was said at that time to be to serve vacationers, there for a change of climate. In 1938, source's father was exiled. When he returned in 1947, he was told that the road had been completed. During the time that work was going on at Lake Ritsa, nobody could visit the lake without a special permit from the authorities.
- 5. Source says that, at the time when work was going on at Lake Ritsa (he does not know the exact period), an underground telephone cable was laid to Lake Ritsa. Source does not know where this cable started. The cable was laid 0.80 to one meter below the surface of the ground. The cable follows a line parallel to the highway from Bzyb to Lake Ritsa. From Bzyb to Sochi, however, it sometimes follows a line parallel to the highway and sometimes parallel to the railroad line. Source says that the reasons for laying this cable were purely military. Troops of the construction corps worked at Lake Ritsa. The cable consisted of a bronze tube with a diameter of 4-5 centimeters, within which there was a double wire. This cable was transported on a special Studebaker truck. Rumor said that this cable was intended to give

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direct telephone communication between Lake Ritsa and Moscow. Every 100 or 200 meters along the cable were set blue stakes with various numbers on them. The numbers appeared to have some technical significance related to the underground cable. Source is of the opinion that these stakes were placed at points where the cable was spliced.

Map Information

6. The village of Bzyb is often considered to be a part of the town of Kaldakhiara, because the houses on the western edge of Bzyb and those on the eastern edge of Kaldakhiara almost touch. The houses are not built close together.
7. The town of Kaldakhiara is built on the highway about three kilometers west of the Bzyb bridge. It is the administrative center of a "Commune."
8. Explanation of the attached sketch map:
 - No. 1 is the village of Gagri.
 - No. 2 is the village of Kaldakhiara.
 - No. 3 is the village of Bzyb.
 - No. 4 is the Bzyb Bridge.
 - No. 5 is the Chornaya Rechta Bridge.
 - No. 6 is the Belaya Rechka Bridge.
 - No. 7 is the Gudanty Bridge.
 - No. 8 is the Achyadara Bridge.
 - No. 9 is the Novi Afonski Bridge.
 - No. 10 is the Gumista Bridge on the old highway.
 - No. 11 is the Kilometer 6 bridge on the new road.
 - No. 12 is the Gumista Bridge on the new road.
 - No. 13 is the town of Pitsuda.
 - No. 14 is the village of Gudanty.
 - No. 15 is the village of Novi Afonski.
 - No. 16 is the city of Sukhumi.
 - No. 17 is Lake Galoboi and Galoboi Bridge.
 - No. 18 is the bridge at Kilometer 22.
 - No. 19 is the bridge at Kilometer 28.
 - No. 20 is the bridge at Kilometer 33.
 - No. 21 is Lake Ritsa.
 - No. 22 is the tunnel on the road between Kilometer 22 and Kilometer 28.

One sketch map attached.

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